

Flight 93 National Memorial Visitors Center
located at 6424 Lincoln Highway, Stoystown, PA

The Statewide Impacts of
THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL
in Pennsylvania
2025

NATIONAL MEMORIAL TRAIL

IN SUPPORT OF THOSE WHO DEFENDED OUR FREEDOM ON 09.11.01

About the September 11th National Memorial Trail Alliance

The September 11th National Memorial Trail Alliance (the Alliance) is a nonprofit organization dedicated to honoring the lives lost and the heroes remembered on September 11, 2001, through the creation and stewardship of the September 11th National Memorial Trail. This 1,500-mile commemorative corridor links the three sites of the September 11th events—the World Trade Center in New York City, the Pentagon in Arlington, Virginia, and the Flight 93 National Memorial in Shanksville, Pennsylvania.* Working with federal, state, and local partners, as well as trail and community organizations, the Alliance advances the development of this interconnected network, which integrates existing greenways, rail trails, and roadways. Beyond commemoration, the Alliance fosters tourism, supports local economies, and encourages healthy lifestyles. It serves as both a living memorial and a resource for recreation and reflection.

Flight 93 National Memorial in Shanksville, PA



The September 11th National Memorial Trail Network



1,500+
miles of connection

Mileage Breakdown

Pennsylvania	1,130
Maryland	343
New Jersey	187
Delaware	36
Washington, D.C.	13
New York	12
Virginia	10

Connecting more than 32 National Parks and National Historic Landmarks with the three renowned September 11th National Memorial Sites.

*"Remember, discover, connect with the 9/11 Trail." https://www.911trail.org/about.html



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A Message from the September 11th National Memorial Trail Alliance

Dear Reader,

The September 11th National Memorial Trail is rooted in remembrance, but it is also a testament to the resilience that defines our nation. As the Trail travels through Pennsylvania, it reaches communities large and small, each with its own character and its own role in shaping who we are and who we can become. In these places, the September 11th National Memorial Trail becomes more than a route. It becomes a shared expression of unity and recovery.

This economic impact study was commissioned to understand how the September 11th National Memorial Trail can support that spirit in tangible ways. The findings make clear that the Trail strengthens local economies, supports small businesses, brings visitors into our towns, and creates jobs connected to outdoor recreation and tourism. When people have meaningful places to gather, explore, and reflect, they invest more deeply in the regions they call home. Thoughtful connections between communities and landscapes invite people to learn, to linger, and to contribute to local economies in ways that extend far beyond the miles of trail themselves.

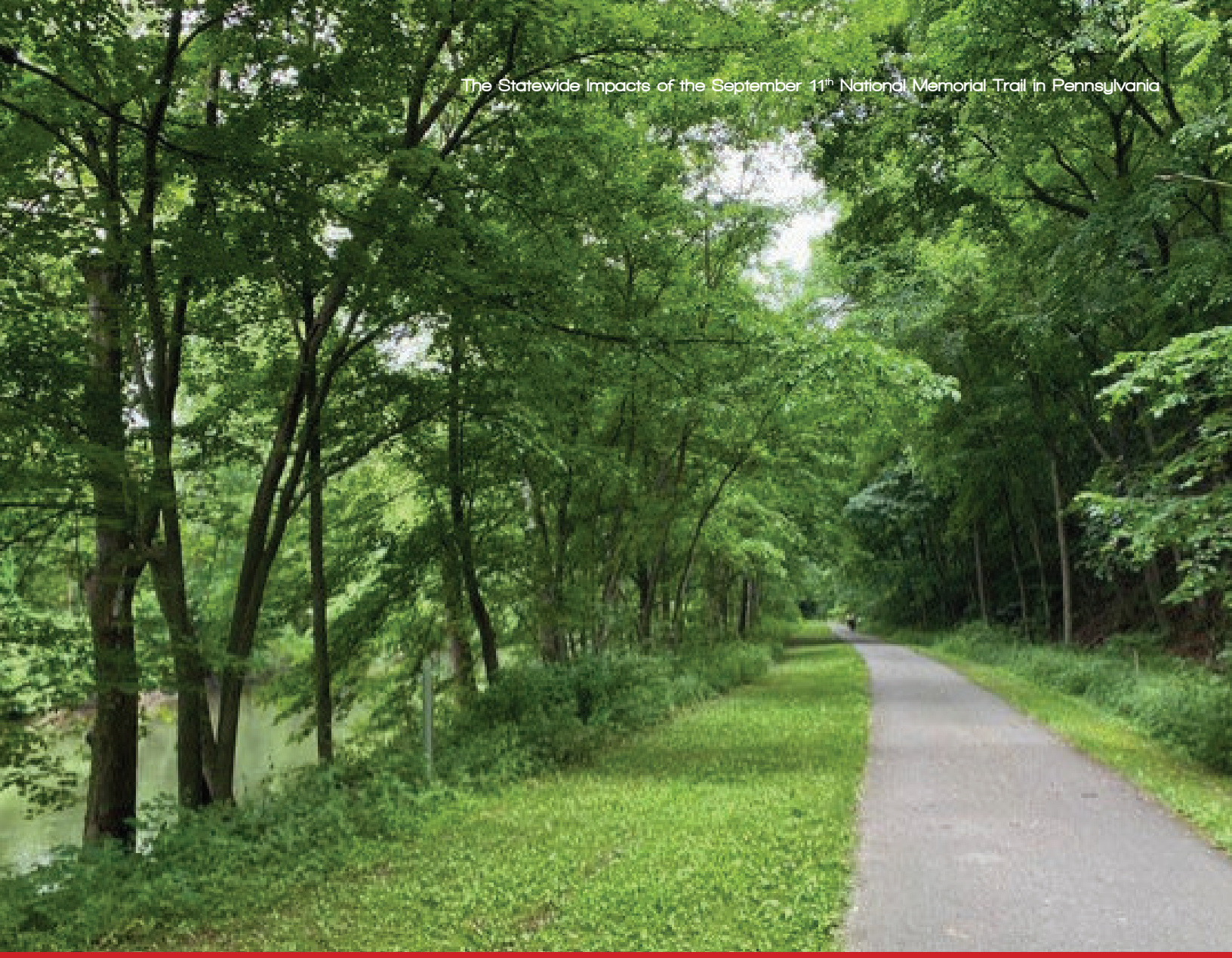
This work depends on partnership. Local governments, regional planners, community volunteers, small business owners, public land managers, and our colleagues across the National Park Service all play a role in shaping the Trail's future. Together, we have the opportunity to build something lasting and worthy of the history it honors.

As we approach the 25th anniversary of September 11th and the 250th anniversary of our nation, we stand at a moment that calls for both reflection and leadership. This rare point in time invites decision makers across the Commonwealth to move from recognition to action and to **help** advance the connections, investments, and partnerships that will shape the Trail's future. ***The legacy we build now—of community strength, shared identity, and long-term economic vitality—will endure for generations.***

Thank you to all who supported the development of this report and who continue to champion the Trail. I invite you to join us in shaping a corridor that honors resilience not only in memory, but through action and investment in the communities it touches.

With gratitude,

Jeff
Jeffrey McCauley, President
September 11th National Memorial Trail Alliance
www.911trail.org
jmccauley@911trail.org



Lower Trail: Duncansville to Huntingdon Connector, PA; Highlands Trail Network

Acknowledgments

Funding assistance has been provided by the Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation Environment Stewardship Fund.

Summary of the Statewide Impacts of

THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL

in Pennsylvania

The Pennsylvania September 11th National Memorial Trail Network







Summary of the Economic & Health Impacts

one time Capital Expense

$2.5B
total economic output for buildout of full PA 9/11 Trail network
$2.2M per mile

12,000
FTE jobs during construction

$940M
employee compensation

$45M
aggregated tax revenue generated

annual Trail User Spending

$2.0B
total economic output annually once PA 9/11 Trail network is complete
$1.8M per mile

19,600
FTE jobs supported

$620M
annual employee compensation

$37M
aggregated tax revenue generated

annual Health Cost Savings

1,130 Miles
multi-use trails in the full PA 9/11 network

467,300
working age adults residing within ½ mi. of the trail network

77,900
working age Pennsylvanians will increase activity

$103M
healthcare cost savings to households & PA

Map of the September 11th National Memorial Trail in Pennsylvania



Sources: September 11th National Memorial Trail Alliance; Econsult Solutions, Inc. (2025); ArcGIS (2025)

Introduction

The September 11th National Memorial Trail is a 1,500-mile multi-state network that connects the three sites of the tragic event in American history, from the Flight 93 National Memorial outside Pittsburgh to the Pentagon in Arlington to the World Trade Center Memorial in Manhattan. The commemorative corridor leverages existing trail systems, such as the Great Allegheny Passage, Circuit Trails, and East Coast Greenway, and consists of both multi-use and on-road sections.

Multi-use trails provide valuable economic, environmental, and public health benefits to the communities they serve. These valuable impacts are often understated or overlooked when considering investment in trail systems within communities.

The purpose of this study is to quantify these economic and fiscal impacts of the September 11th National Memorial Trail's 1,100 miles Pennsylvania, while also highlighting broader social benefits. Within Pennsylvania, the Trail connects 515 miles of existing multi-use trail corridors to 615 miles of on-road segments. With a mission to advance the network to both honor the legacy of lives lost and to provide greater access to recreation and its many benefits, the September 11th National Memorial Trail Alliance has focused its current efforts on the full alignment of the current on-road segments across the State.

Alignment of the 600-plus miles of on-road trailway will bring economic benefit to the Commonwealth, and, in particular the 25 counties through which the interconnected route travels. Additionally, usage of the trails by residents and visitors will add invaluable benefits and economic activity to the area on an ongoing, annual basis, in the form of spending on goods and services associated with outdoor recreation. The completed network will also expand walking, biking, and other active transportation options for the region and improve connectivity to the public transportation system and other destinations and encourage active lifestyles and healthy usage of leisure time.

What Research and Practice Have Found About Trails as Economic Drivers

Recreational trails are essential infrastructure which improve the economic vitality of communities. As an economic development tool, trails serve multiple purposes, which means that the return on investment of a network can be viewed through a number of perspectives:

- → As an indicator of local reinvestment in a place, trails can serve as a catalyst for additional economic and community development projects.
- → As part of a region's green infrastructure, trail building—when done in harmony with nature—can offer a green buffer and tree cover that contribute to sustainable and resilient ecosystems.
- → As a mode of active recreation for residents and out-of-town visitors, trails also often serve as a way to encourage local tourism as well as attract visitors to spend more time in the region.
- → Finally, trails are a critical social infrastructure that support mental and physical health.

Economic Impacts

This report presents the estimated economic impacts of the historical development of the September 11th National Memorial Trail's existing network as well as the potential economic and fiscal impacts of future alignments. The purpose of the overarching analysis is to help stakeholders understand the value created by completing the network, including economic opportunities and broader benefits that can be anticipated for the community, workers, and local businesses.

Capital Investment

Historically, upfront capital investments made to convert trail segments from on-road to multi-use have benefited the local and state economies in a number of ways. The economic impacts included in this analysis are twofold, as over 500 miles of existing trail have already delivered one-time economic benefits through construction activity while approximately 600 miles present the opportunity for similar future positive impacts. As build-out of the September 11th National Memorial Trail progresses across the state, direct construction activity will continue to stimulate local economies and Pennsylvania as a whole.

Quantifying the Potential Investment Across the Network

Significant investment has been made to the trail network within Pennsylvania to date, but a substantial amount of work is still required to realize its full potential.

Methodology

The estimated economic outputs, jobs, and employee compensation calculated in this study were derived from inputs as known from the development of segments of the September 11th National Memorial Trail as well as estimations developed by ESI through cost estimation research. Using these inputs, ESI estimated potential economic activity resulting from the completion of the network using IMPLAN, an industry-standard input-output model, to quantify impacts on the state of Pennsylvania. This input-output model determines linkages between industries, and forecasts the magnitude and composition of impacts from a dollar spent in any one industry on all industries. According to this model, the total economic impact of the September 11th National Memorial Trail is the sum of the direct activities analyzed (whether that is capital investment or local spending by users) plus the indirect and induced effects generated by that direct investment:

First, a portion of that direct spending, which goes to the purchase of goods and services, gets circulated back into an economy when those goods and services are purchased from local vendors. This is the "indirect effect," and reflects the fact that local purchases of goods and services support local vendors, who in turn require additional purchasing with their own set of vendors.

Second, a portion of that direct spending, which goes to labor income, gets circulated back into an economy when those employees spend some of their earnings on various goods and services. This is the "induced effect," and reflects the fact that some of those goods and services will be purchased from local vendors, further stimulating the local economy.

Economic Impact* Methodology

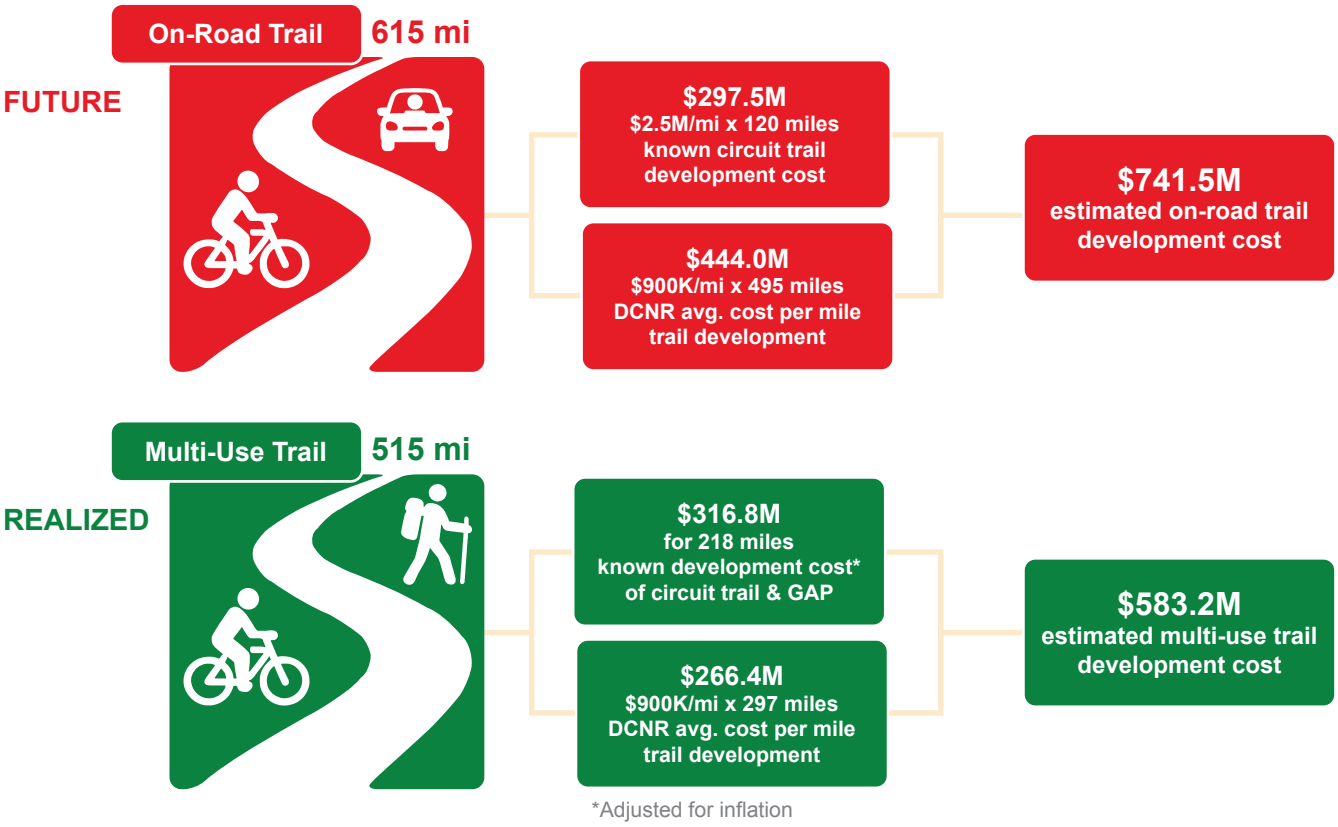


* "Economic Impact" refers to gross, unadjusted economic activity within Pennsylvania

Source: Econsult Solutions, Inc. (2025)

Projected Development Cost of the September 11th National Memorial Trail Network within Pennsylvania

Development costs for multi-use trail segments reflect documented, realized investments, while costs shown for on-road segments represent potential future conversion based on comparable projects and statewide cost assumptions.



Sources: Econsult Solutions, Inc. (2025); Circuit Trails (2023); Great Allegheny Passage (2020); DCNR (2025)

Currently, the Pennsylvania portion of the network consists of over 615 miles of on-road trail available to be converted for the full range of multi-use benefits—54 percent of its total coverage. If on-road segments are converted to multi-use facilities, comparable projects suggest communities would be able to realize a broad range of benefits.

In addition to sources reporting the actual development costs of multi-use segments in the Philadelphia and Pittsburgh regions, ESI conducted comprehensive research of publicly available data sources to determine a conservative set of assumptions for the per-mile cost of multi-use trail development.

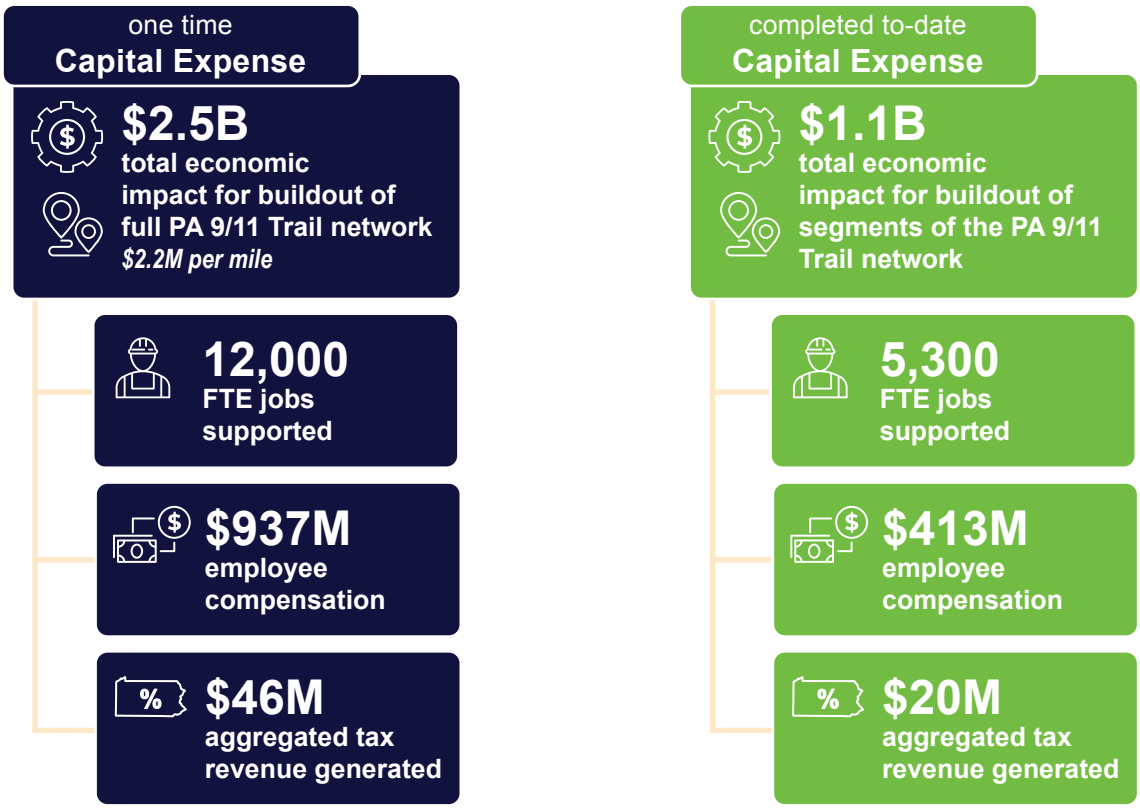
Key sources of trail development costs per mile included the Circuit Trails (greater Philadelphia region at $2.5 million per mile),[1] Great Allegheny Passage (greater Pittsburgh region at $1.0 million per mile),[2] and statewide estimates from DCNR ($0.9 million per mile).[3]

1 Circuit Trails. “Annual Reports: 2012 – 2022. https://circuittrails.org/resource-library/#circuit-trails-annual-reports.
2 Rails to Trails Conservancy. “How the Great Allegheny Passage Transformed a Region”. 2020. https://www.railstotrails.org/trailblog/how-the-great-allegheny-passage-transformed-a-region/#:~:text=Completing%20a%20Great%20Regional%20Asset,of%20the%20House%20Transportation%20Committee
3 Pennsylvania Department of Conservation and Natural Resources, “Land and Water Trail Segment Strategic Plan 2025-2029.” https://weconservepa.org/blog/dcnr-land-and-water-trail-network-plan-2025/.

Historically, approximately $583.2 million has been invested into this project statewide, delivering more than 500 miles of multi-use trail to the benefit of Pennsylvanians and its visitors. Based on these known spending patterns, ESI estimates a total cost of approximately $1.3 billion for full build out of the statewide network.

The continued development of the September 11th National Memorial Trail network within Pennsylvania, if undertaken, is projected to generate a significant boost to the local and state economies through the upfront capital investment. Taken together, the Commonwealth's historic and future investment of an estimated $1.3 billion in the network will generate direct construction activity in the region, employing construction workers and professional service providers (e.g., architects, engineers, and environmental services firms) through the project development period. Upon completion, the fully developed 1,130 mile network's direct expenditures are projected to generate approximately $2.5 billion in total economic impact, supporting 12,000 jobs with $936.9 million in earnings in the Pennsylvania economy.[4]

Potential Aggregate One-time Economic Impact from Construction of the September 11th National Memorial Trail in Pennsylvania



Sources: IMPLAN (2023); Econsult Solutions, Inc. (2025)

4 All monetary inputs and resulting impacts are represented in 2025 dollars.

Economic Impacts Associated with Trail Users

Above and beyond impacts generated by the development of the September 11th National Memorial Trail, ESI quantified impacts related to the purchases made by the network's users.

Consistent with methodology and terminology employed for related studies of trails, greenways, and related outdoor recreational amenities, ESI's includes two categorical spending components in its estimation of trail usage economic impacts. ESI leveraged the most current survey data available from prominent subnetworks located on the statewide network. These subnetworks, or groupings of trail segments included the Circuit Trails, Cumberland Valley Rail Trail, Delaware and Lehigh Heritage Trail, Great Allegheny Passage, and York Heritage Trail. Additionally, relevant survey data from the DCNR's recently published Outdoor Recreation Study was also applied to calculations of the model's assumptions.

Economic Impacts of Trail Users' Spending on Local Economies

Above and beyond impacts generated by the development of the trail network, the local spending by trail users will generate additional economic benefits for the businesses located near the network. Residents and visitors who access the region's trails often spend money on both goods and services related to active recreational activity during their trips. Much of this spending is happening at retailers in immediate proximity of the trails.

User Spending Profiles

Annual user counts for both multi-use and on-road trail segments were derived from a combination of official count data and modeled estimates. For segments where official annual counts were available, reported figures were used directly. These were paired with segment mileage to calculate annual use rates per mile. For segments lacking direct data, average per-mile usage rates were applied, with adjustments made for geographic similarity to known segments. A statewide average was then calculated, excluding outliers such as very high-volume

Use of the September 11th National Memorial Trail Network will Benefit Local Businesses and Residents



- → The local spending by trail users will generate additional economic benefits for the businesses located near the trail. Residents and visitors who access the region's trails often spend money on both goods and services related to active recreational activity during their trips. Much of this spending is happening at retailers in immediate proximity of a segment of the trail network.
- → The network supports healthy lifestyles for people in surrounding communities by providing an easily accessible and low-cost option for residents to recreate and engage in physical activity. Physically active people typically enjoy a variety of health benefits, including lower incidence of cardiovascular diseases, diabetes, depression, certain cancers, and obesity compared to their sedentary counterparts. Additionally, physically active individuals tend to achieve higher rates of productivity at work. This section estimates health-related cost savings associated with the network's physically active trail users.

urban trail segments to avoid overestimation. Segment-level counts were then aggregated to estimate annual usage for the existing network, the proposed network, and the completed trail system. As such, the existing trail network had an estimated annual trail use count of nearly 4.0 million, while the proposed trail network is estimated at 4.1 million, for a total of 8.1 million total annual uses upon completion of the trail.

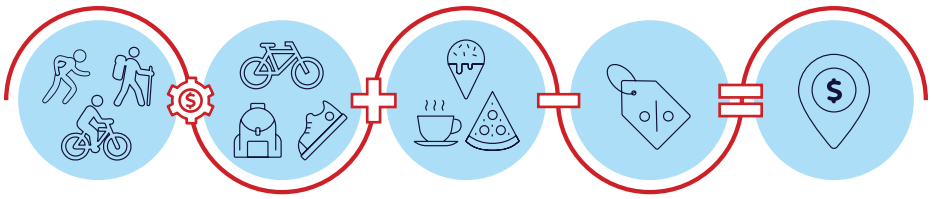
In order to quantify the local spending by users of the trail, a spending profile was developed based on user count estimates and survey data from comparable Pennsylvania and regional trail systems. An estimate of spending by trail users on "soft" goods such as beverages, snacks, and meals is established on a per-visit basis and an estimate of spending on "hard" goods such as bicycles and exercise clothing and accessories is developed on an annual basis. It is estimated, based on survey data, that trail users spend approximately $30 on "soft" goods when they choose to purchase these types of goods as part of a visit to a trail. It is estimated that frequent trail users spend $464 on "hard" goods each year such as bikes, bike accessories, and exercise clothing and equipment.[5]

Potential Aggregate Annual Spending by September 11th National Memorial Trail Users in Pennsylvania

8.1M
projected number of PA 9/11 Trail uses per year

$91.7M
spent per year on soft goods
38% of users spent $30 average per year

$1.2B
TOTAL
spending by 9/11 Trail users per year in PA



$1.3B
spent per year on hard goods
35% of users spent $464 average per year

$213.3M
per year on hard & soft purchases outside of PA
15% of purchases made outside of PA each year

Estimated Annual Direct Spending on "Hard" Goods

Category	Completed Network	Proposed Network	Total Network
Annual Trail Use Count	3,982,000	4,114,000	8,096,000
Share of Frequent Trail Users (+2x/wk)	35%	35%	35%
Count of Regular Trail Users (2x/wk)	1,412,000	1,458,000	2,870,000
Average Amount Spent	$464	$464	$464
Estimated Total Direct Spending	**$654.3M**	**$676.1M**	**$1,330.4M**

Sources: DCNR Outdoor Recreation Survey (2024), York County Heritage Trail (2022), Cumberland Valley Rail Trail Feasibility Study (2023), Circuit Trails (2017), Econsult Solutions, Inc. (2025)

Estimated Annual Direct Spending on "Soft" Goods

Category	Completed Network	Proposed Network	Total Network
Annual Trail Use Count	3,982,000	4,114,000	8,096,000
Share that Purchased During Last Trail Visit	38%	38%	38%
Estimated Number of "Soft" Goods Spending Visits	1,521,000	1,572,000	3,093,000
Average Amount Spent	$30	$30	$30
Estimated Total Direct Spending	**$45.1M**	**$46.6M**	**$91.7M**

Sources: DCNR Outdoor Recreation Survey (2024), York County Heritage Trail (2022), Cumberland Valley Rail Trail Feasibility Study (2023), Circuit Trails (2017), Econsult Solutions, Inc. (2025)

The Full Pennsylvania Alignment of the September 11th National Memorial Trail will Total 1,130 Miles

The **completed network** is defined as the **515 miles of multi-use trail** within Pennsylvania.

The **proposed network** refers to the **615 miles of on-road route** that connects the 515 miles of completed segments within Pennsylvania.

5 All monetary inputs and resulting impacts are represented in 2025 dollars.

It is estimated that the fully built-out network will host over eight million visitors on an annual basis, with users making purchases on two broad categories of consumer items, commonly referred to in recreational studies as 'hard' and 'soft' goods. Taken together, an estimated $1.2 billion of annual spending at retailers doing business in Pennsylvania will result in $2.0 billion in total economic impact supporting 19,600 jobs with $618.5 million in earnings for the state's economy.[6]

Potential Annual One-time Economic Impact from User Spending on the September 11th National Memorial Trail in Pennsylvania

annual
Trail User Spending

$2.0B
total economic output annually once PA trail network is complete
$1.8M per mile

19,600
FTE jobs supported

$619M
annual employee compensation

$37M
aggregated tax revenue generated



6 All monetary inputs and resulting impacts are represented in 2025 dollars.

Public Health

The September 11th National Memorial Trail supports healthy lifestyles for people in surrounding communities by providing an easily accessible and low-cost option for residents to recreate and engage in physical activity. Physically active people typically enjoy a variety of health benefits, including lower incidence of cardiovascular diseases, diabetes, depression, certain cancers, and obesity compared to their sedentary counterparts.

According to the 2018 *Physical Activity Guidelines for Americans*, individuals who engaged in at least 150 minutes of moderate to strenuous physical activity each week are considered to be physically active.[7] In order to quantify the health benefits for trail users, this section will measure the impacts of frequent trail users who are healthy and active because of the presence of the September 11th National Memorial Trail within Pennsylvania. ESI utilized data from the U.S. Census regarding working age adults with access to the trail network as well as survey data and research from the Journal of Transport and Health to estimate frequent trail users and active adults. Measures from the CDC's report, *Inadequate Physical Activity and Health Care Expenditures in the United States* were used to quantify the estimated value of an active lifestyle.[8] These statistics were used as the basis for estimating the potential savings in the form of health care expenditures that are avoided as a result of increased physical activity on the trail network.

Use of the September 11th National Memorial Trail Network is Projected to Benefit Residents of Pennsylvania and Generate Healthcare Cost Savings

An estimated

467,300

working age adults reside within ½ mile of the network,

77,900

of whom will noticeably improve their activity level to Center for Disease Control standards.

These effects are expected to deliver …

$103 million

in annual healthcare cost savings to individual Pennsylvanians and statewide.



7 Centers for Disease Control and Prevention (2021), Physical Activity Basics. https://www.cdc.gov/physicalactivity/basics/adults/index.htm
8 Carlson et al. (2013), Inadequate Physical Activity and Health Care Expenditures in the United States. https://www.cdc.gov/nccdphp/dnpao/docs/carlson-physical-activity-and-healthcare-expenditures-final-508tagged.pdf



Additional Benefits: How Trail Networks Influence Employee Wellness and Retention

Trail networks provide a ready-made platform for these benefits, offering safe, accessible spaces for employees to walk, bike, and recreate outdoors. By aligning workplace wellness with regional trail access, communities can strengthen employee health, enhance retention, and capture the economic returns of a more productive and stable workforce.

The health benefits achieved by physically active individuals are associated with benefits in terms of workplace productivity and employee retention. Physically active workers tend to have lower rates of absenteeism (employees missing work) and presenteeism (employees less productive while at work) than their physically inactive counterparts.[9] Lost productive work hours due to absenteeism and presenteeism represent direct costs associated with physical inactivity.

Increasingly, people choose where to live based on quality-of-life features such as access to trails, parks, and outdoor activities rather than job availability alone. Communities with well-developed trail networks not only retain residents but also draw higher-income households, remote workers, and businesses that value employee well-being.[10] Increasingly, compensation alone is not enough to attract and retain talent; therefore, local trail investments can help contribute to a community's overall attractiveness.

Evidence from the Wellhub's *Return on Wellbeing 2024* report demonstrates that physical activity is a central driver of corporate wellness program success. Companies that incorporate active elements such as walking or exercise challenges report 47 percent major productivity growth, 40 percent lower turnover, and up to 35 percent reductions healthcare costs, with sick day utilization dropping by nearly one full work week per employee annually.[11] Benefits such as access to trail amenities in particular can play a part in employee retention, since employees want benefits personalized to their needs.

9 Chenoweth and Leutzinger (2006), The Economic Cost of Physical Inactivity and Excess Weight in American Adults, https://pubmed.ncbi.nlm.nih.gov/28834464/ and Chenoweth and Bortz (2005), Physical Inactivity Cost Calculator: How the Physical Inactivity Cost Calculator Was Developed.
10 Headwaters Economics, "Recreation Counties Attracting New Residents and Higher Incomes," January 2019, https://headwaterseconomics.org/wp-content/uploads/recreation-counties-attract-report.pdf
11 Wellhub, "Return on Wellbeing 2024," 2024, https://assets-cdn.wellhub.com/docs/Lead-Magnets/US/ROW24/US_ROW_REPORT_167eed42d9.pdf?_gl=1*55ft9u*_gcl_au*MTU3OTYxOTMyOS4xNzU4OTEwMjE1LjE2NjgzMDQ2MzAuMTc1ODkxMDI0NS4xNzU4OTEwMzA3&ajs_aid=7ce082b8-3b8d-49ec-b6eb-9fb9a4e0fc06&__eventn_id=7ce082b8-3b8d-49ec-b6eb-9fb9a4e0fc06&__hstc=238227295.4be2a152116779d53dfec57ec-ccce803.1758910216538.1758910216538.1758910216538.1&__hssc=238227295.2.1758910216538&u

Transportation and Safety Impacts

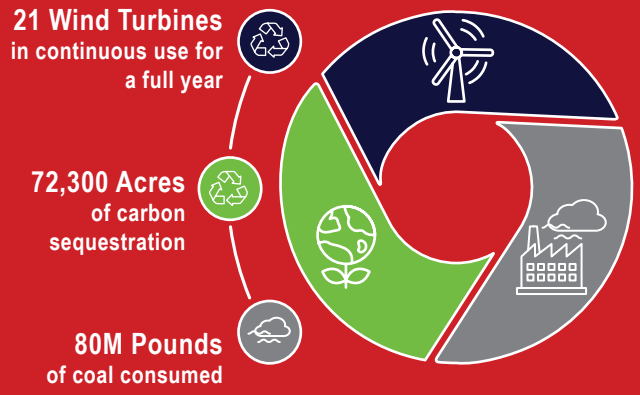
Qualitative Insights

The September 11th National Memorial Trail network increases mobility options for people that live and work across the state, providing a safe, extensive network for non-motorized transportation that is connected and routed through major destinations. The proposed network expansion, and increased trail accessibility and usage resulting from segment conversions and network build out, provides crucial support for the region's transportation system (e.g. easing traffic, reducing Vehicle Miles Traveled (VMT), and increasing safety for users).

Many studies have shown that a robust network of pedestrian and bicycle trails encourage more sustainable travel mode choices among residents by creating traffic-separated pathways that are safe, comfortable, and convenient.[12] This "mode shift" means residents may choose to shift from driving a single-occupancy vehicle to biking, walking, or taking public transportation.

Use of the September 11th National Memorial Trail Network is Projected to Increase Active Transportation

183.7M Daily Vehicle Miles Traveled Releases 72,100 Metric Tons of CO_2 into the Atmosphere Equating to:





12 Active Transportation Transforms America, Rails to Trails Conservancy, 2023



Existing Mobility and Transportation Conditions

The existing trail network within Pennsylvania is a critical component of the region's transportation system, alongside public transit, highways, and roads. In the Philadelphia and Pittsburgh metropolitan areas, as well as other densely populated communities across the Commonwealth, trails work as a transportation corridor for commuters to employment centers and help reduce the region's overall reliance on personal vehicles and the increasing popularity of ride-share companies.

Based on assumptions developed by the Environmental Protection Agency (EPA) on average gallons of gas used per mile, the 2023 daily VMT estimates for counties that host the September 11th National Memorial Trail within Pennsylvania generated over 72,100 metric tons of CO_2 emissions a day.[13] Transportation is a significant source of carbon emissions in the U.S. (contributing approximately 28 percent of all U.S. greenhouse gas emissions) and light-duty vehicles like cars represent more than half of that transportation sector.[14] To encourage residents to shift their transportation preferences to sustainable modes where possible, a region needs to actively invest in infrastructure that enables residents to safely choose these modes.

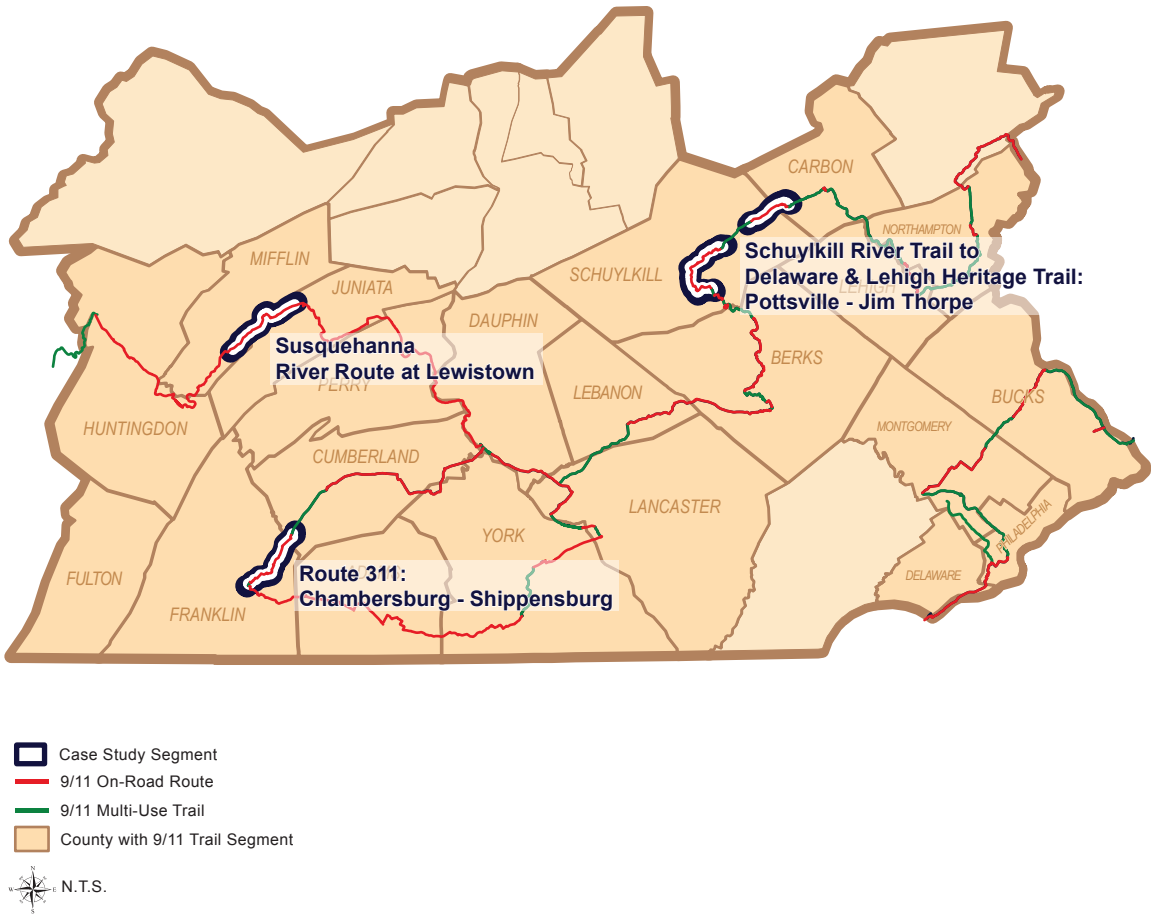
With residents in Pennsylvania averaging a commute of 27 minutes each way, providing opportunities to either walk or bike instead, even for a portion of the journey, could have significant impacts on reducing VMT and congestion. Providing safe, comfortable connections to and from transit increases the likelihood that commuters will choose to travel without a car.

13 The EPA emissions calculator estimates an average of 22.8 miles per gallon for a typical vehicle. https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator-calculations-and-references

14 U.S. Environmental Protection Agency, Fast Facts on Transportation Greenhouse Gas Emissions. https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions

Case Study Snapshots

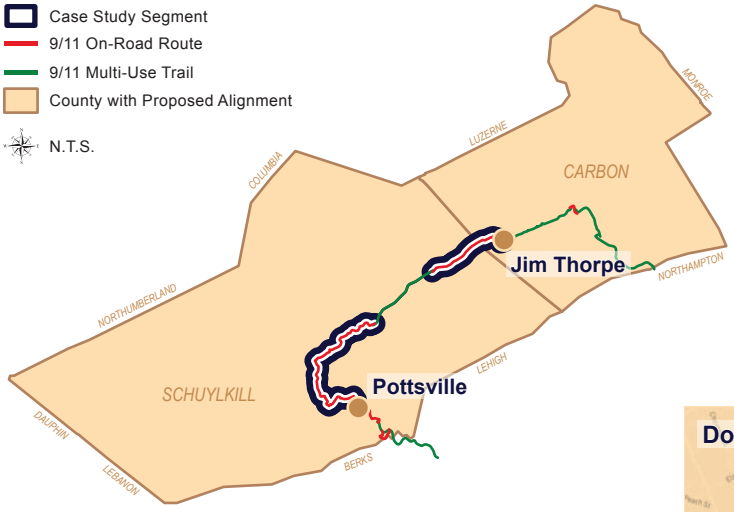
Trails serve as more than recreational amenities; they act as extensions of transportation networks, catalysts for local spending, and magnets for residents and visitors. Communities across the Commonwealth benefit from investment in these public assets in several ways, most notably when a network's trails connect directly into their downtowns. By developing trails in close proximity to commercial corridors, municipalities can sustain small businesses and strengthen community identity. The conversion of on-road segments into fully established multi-use trails enhances accessibility, public health, and traffic safety. Overall, well-established trail networks foster improved quality of life and healthier communities, while also attracting new visitors and strengthening small businesses.





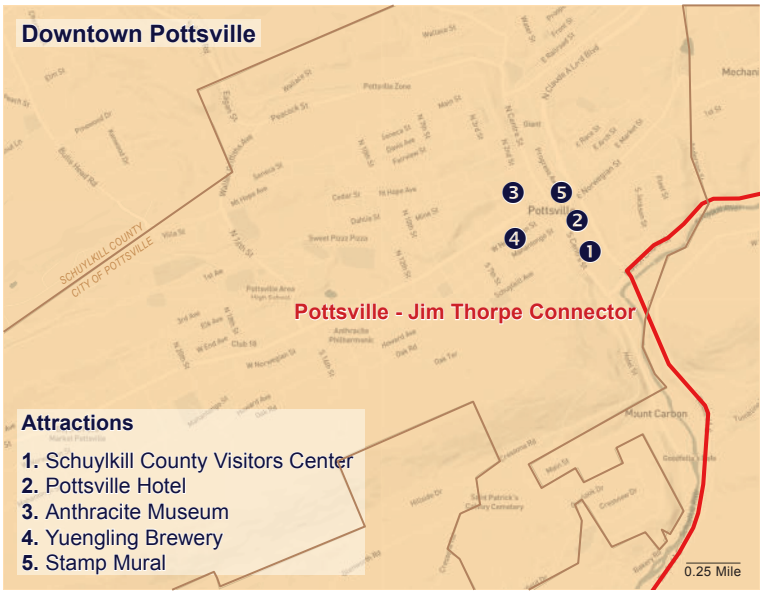
Case Study 1

The Schuylkill River Trail to Delaware & Lehigh Heritage Trail
City of Pottsville, Schuylkill County



The City of Pottsville, situated on the outskirts of the Poconos region and its vibrant tourism economy, is well positioned to attract future users of a trail alignment project. The city is one of the denser hubs in Schuylkill County, with more than 3,200 people per square mile.[15]

Within the Pennsylvania segments of the proposed September 11th National Memorial Trail, the planned Schuylkill River Trail (SRT) to Delaware & Lehigh (D&L) Canal Trail Connector and the Switchback Railroad Trail would create greater accessibility to Pottsville and its historic downtown core.



Projected Economic and Fiscal Impacts of Trail Segment in Schuylkill and Carbon Counties

one time
Capital Expense

$34.3M
total economic output for buildout of segment of trail

170
FTE job years during construction

annual
Trail User Spending

$60.9M
total economic output annually once segment is complete

$18.5M
annual employee compensation

annual
Health Cost Savings

11,500
local working age adults will have access to the trailway segment

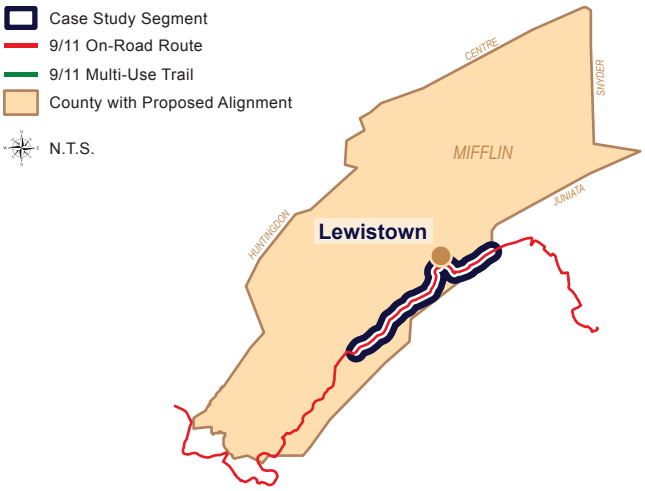
$2.5M
healthcare cost savings to local households

15 Pottsville, PA - Profile data - Census Reporter



Case Study 2

The Susquehanna River Route
Borough of Lewistown, Mifflin County



Situated along the Susquehanna River Route, the historic Borough of Lewistown presents a compelling case for the Trail Town development model. At present, multi-use trailway is found almost exclusively in the easternmost and westernmost reaches of the Pennsylvania network, with extensive stretches of on-road segments fulfilling the critical role of connecting those more densely populated regions.

Full development of the selected 15-mile subsegment of the 129-mile Susquehanna River Route would increase trail access and usage while also bolstering business opportunity and economic output. By connecting downtown Lewistown to nearby communities, local parks, and scenic areas like Victory Park and the Juniata Riverfront Greenway, this project would fill a major gap in the central portion of Pennsylvania's trail system and establish Lewistown as a regional destination for cyclists and trail users.



Projected Economic and Fiscal Impacts of Trail Segment in Mifflin County

one time
Capital Expense

$24.8M
total economic output for buildout of segment of trail

120
FTE job years during construction

annual
Trail User Spending

$29.3M
total economic output annually once segment is complete

$8.9M
annual employee compensation

annual
Health Cost Savings

1,000
local working age adults will have access to the trailway segment

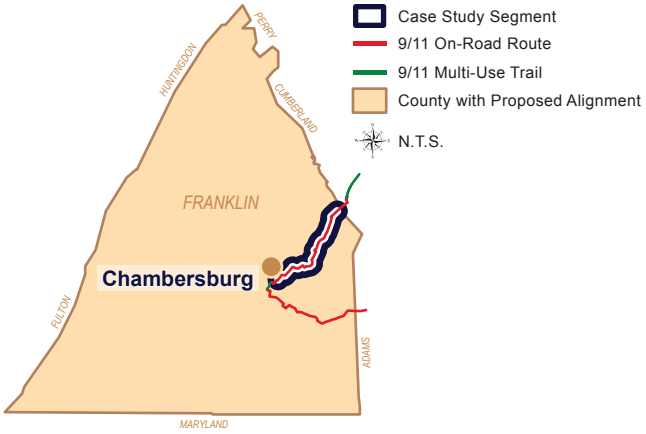
$300,000
healthcare cost savings to local households

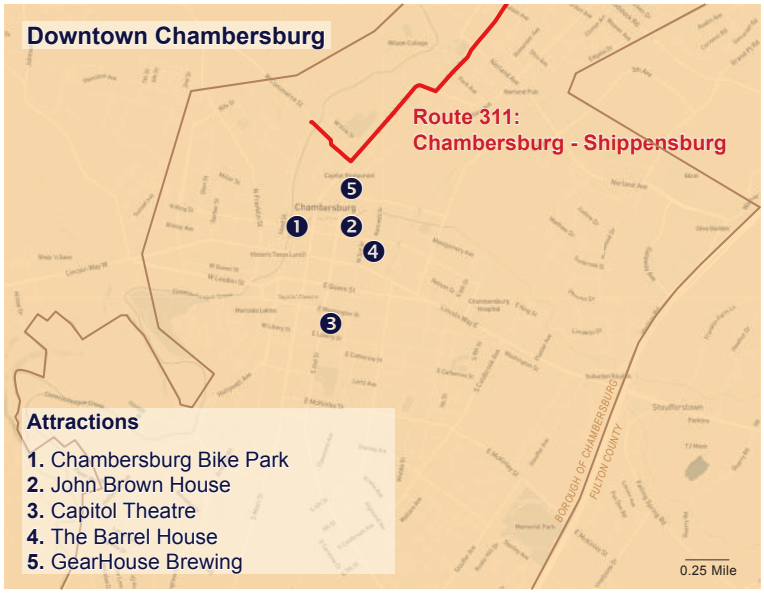


Case Study 3

Route 311: Chambersburg – Shippensburg
Chambersburg, Franklin County

The Cumberland Valley, and in particular the Town of Chambersburg which is located in the heart of Franklin County, offers a compelling case for trail development. This 19-mile segment of the Route 311 Corridor is well-positioned to be aligned with the Cumberland Valley Rail Trail, to which it is connected.





The Chambersburg business district, which features nearly 70 businesses, is well-equipped to capture the benefit of the heightened trail-based activity. In addition to an attractive retail mix, Chambersburg's concentrated shopping and dining area features many popular events and festivals that draw sizable crowds of locals and visitors alike.

Projected Economic and Fiscal Impacts of Trail Segment in Franklin County

one time
Capital Expense

$30.6M
total economic output for buildout of segment of trail

150
FTE job years during construction

annual
Trail User Spending

$36.5M
total economic output annually once segment is complete

$11.0M
annual employee compensation

annual
Health Cost Savings

9,700
local working age adults will have access to the trailway segment

$3.1M
healthcare cost savings to local households





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